



## Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

the manufacturers to insure not only a sanitary product but the welfare of the laborer involved is as refreshing as it is hopeful. It deserves widespread notice in this country—perhaps it might even be imitated.

---

*Dues and Charges on Shipping in Foreign and Colonial Ports.* 14th ed. London: George Philip & Son, Ltd., 1910. Large 8vo, pp. liii+1665. 40s.

The changes and enlargement which have come with the new edition of this standard book of reference deserve notice. A new feature is the introduction under each country of an article giving in brief outline the more important facts connected with the commerce, shipping, internal communications, currency, and weights and measures of each. There are also included for the first time the principal emigration and immigration regulations affecting ship-owners. These changes, together with the addition of some 300 ports, bringing the total up to about 3,000, and the rearrangement by geographical divisions, have necessitated the rewriting of the whole work.

---

*L'Origine et la fonction économique des villes.* Par RENÉ MAUNIER. Paris: V. Giard et E. Brière, 1910. 8vo, pp. 325. Fr. 6.

An attempt to distinguish and explain the different methods of the growth of cities, and to classify them, especially when viewed as economic phenomena. The study, which is based on facts covering many different countries, centers about the city as a form of economic specialization and division of labor, classifying cities according to the various stages of specialization reached and also according to the varying methods of division of labor within the cities. It thus brings out certain conflicting tendencies of interest to the economist, the geographer, and the sociologist.

---

*Old Times in Oildom.* By GEORGE W. BROWN. Youngsville, Pa.: G. W. Brown, 1910. 8vo, pp. 172. \$1.00.

The life and industrial development of northwestern Pennsylvania during the early years of the oil industry were as stirring as they were interesting. This book sets down the experiences of one who spent some fifty years in the oil regions. The reminiscences are very largely personal and contain much that is not of general interest; but here and there one runs across events throwing light on some features of the section's industrial history.

---

*The Lords' Debate on the Finance Bill, 1909.* London: Published at the Times Office, 1909. 4to, pp. 156. 1s. 6d.

This is a reprint from *The Times* of its full report of the historic debate in the House of Lords on the Finance Bill of 1909. Prefixed to the report is a full text of the bill. Much of the debate is devoted to the alleged socialistic aspects of the budget and the constitutional questions which its rejection involved.